

ROUTING AND TRANSMITTAL SLIP		Date
		27 June 1985
TO: (Name, office symbol, room number, building, Agency/Post)		Initials Date
1.	EXO/DDA	<i>BM</i> 27-6
2.	ADDA	<i>J</i> 27 JUN 1985
3.	DDA	<i>J</i>
4.		
5.	DDA Reg (file)	
Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	
REMARKS		

cc: ~~D/Personnel~~

D/oms — Safety Division > done  
D/OL 6/27/85

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FROM: (Name, org. symbol, Agency/Post)	Room No.—Bldg.
	Phone No.

5041-102

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OPTIONAL FORM 41 (Rev. 7-76)  
Prescribed by GSA  
FPMR (41 CFR) 101-11.206

**EXECUTIVE SECRETARIAT  
ROUTING SLIP**

TO:		ACTION	INFO	DATE	INITIAL
1	DCI				
2	DDCI		X		
3	EXDIR		X		
4	D/ICS		X		
5	DDI				
6	DDA		X		
7	DDO				
8	DDS&T				
9	Chm/NIC				
10	GC	X			
11	IG				
12	Compt		X		
13	D/OLL				
14	D/PAO				
15	VC/NIC				
16	SS/DDA		X		
17					
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SUSPENSE		24 Jul 85 <small>Date</small>			

Remarks  
To # 10: For direct response, please,  
with info copy to DDA and DDCI.

27 Jun 85  
Date

3637 (10-81)



EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

Registry	
85-	2555

June 26, 1985

DD/A Registry
85-2286

Honorable William J. Casey  
Director  
Central Intelligence Agency  
Washington, D.C. 20505

DD/A REGISTRY  
FILE: 12-1

Dear Mr. Casey:

Enclosed is a proposed Executive order entitled "Safety Belt Use Requirements for Federal Employees" and a proposed Presidential Memorandum to be issued at the same time as the Executive order.

In accordance with the provisions of Executive Order No. 11030, as amended, it was submitted to this office, along with the enclosed transmittal letter, by the Secretary of Transportation.

On behalf of the Director of the Office of Management and Budget, I would appreciate receiving any comments you may have concerning this proposal. If you have any comments or objections they should be received no later than Friday, July 26, 1985.

Comments or inquiries may be submitted by telephone to Mr. John F. Cooney of this office (395-5600).

Sincerely,

Michael J. Horowitz  
Counsel to the Director

Enclosures



**THE SECRETARY OF TRANSPORTATION**  
**WASHINGTON, D.C. 20590**

**JUN 19 1985**

The Honorable David A. Stockman  
Director, Office of Management  
and Budget  
Washington, D.C. 20503

Dear Mr. Stockman:

I am submitting for your consideration and appropriate reference a draft Executive Order entitled

**Safety Belt Use Requirements for Federal Employees**

The draft Order is identical to one developed by the Federal Advisory Council on Occupational Safety and Health, in response to a continuing concern about the consequences of motor vehicle crashes involving Federal employees. A Department of Labor special study of accidents in 1979 showed that 44 Federal employees died that year in motor vehicle accidents in the course of official business. Another 5,000 were injured, many of them seriously. The Federal government compensation costs for these accidents, in that year alone, were estimated to be \$82,155,000, which is consistent with the \$86 million dollar estimate of annual Federal government costs projected in the "Economic Costs to Society of Motor Vehicle Accidents" study conducted later by the Department of Transportation. Much of this tragic loss could be avoided if all employees were to wear safety belts.

As Secretary of Transportation, I am charged with responsibility for motor vehicle safety. In my decision on Federal Motor Vehicle Safety Standard No. 208, I concluded that automatic restraints should be required on all passenger cars by September 1, 1989, unless States representing two-thirds of the population have enacted safety belt use laws. It is my view that the Federal government should set an example for the States to follow. The draft Executive Order, in addition to its direct and immediate benefit for Federal employees, would thus serve to foster the enactment of safety belt use laws by the States.

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The draft Order has been reviewed by the agencies and employee organizations represented on the Advisory Council. It reflects modifications recommended by these organizations to enhance its implementation. I urge you to consider it favorably.

With best wishes.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth".

Elizabeth Hanford Dole

Enclosure

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**MEMORANDUM FROM THE PRESIDENT:**

**Month/Day/Year:**

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**MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES**

**SUBJECT: Federal Employee Safety Belt Use Program**

Each year, many thousands of lives could be saved and thousands of injuries prevented if motorists would use safety belts and child safety seats when traveling on our highways. Currently, the annual societal cost of these needless deaths and injuries is over 57 billion dollars. The tremendous pain, suffering and frustration felt by crash victims and their families is incalculable.

In July 1984, the Department of Transportation announced its final decision on automobile occupant protection, which requires automatic crash protection for all passenger cars manufactured for sale in the United States on a phased-in schedule beginning September 1, 1986. The requirement applies to 10 percent of the manufacturers' production the first year, increasing to 25 percent of all cars built after September 1, 1987, and 40 percent of those produced after September 1, 1988. All cars produced for the United States market after September 1, 1989, must be equipped with automatic crash protection. If states representing two-thirds of the nation's population enact safety belt usage laws before April 1, 1989, the requirement for automatic protection will no longer apply.

The decision will greatly reduce traffic fatalities and injuries by promoting the use of safety belts, and by encouraging the development of new technology that might provide even greater safety. As part of the decision, it was announced that the Department of Transportation and private sector organizations would conduct national programs to educate people on the benefits of motor vehicle occupant protection.

The Federal Government actively can and should set an example for the private sector by promoting safety belt usage for our own employees. Many of you have initiated safety belt use policies requiring employees traveling on official government business to use their safety belts. I would expect those of you who have not done so, as yet, to issue a policy and develop a program calling on your employees, operating or riding in a government or personal automobile on official business, to wear a safety belt at all times. Required on-the-job use is the basic building block in achieving increased belt usage both on and off the job.

Some Departments have already taken innovative steps to promote safety belt usage. The Department of Defense has, in addition to maintaining a use policy, conducted a series of traffic safety workshops stressing the benefits of belt usage as well as other safety program activities. The

Department of Agriculture has conducted an employee workshop on safety belt usage attended by representatives of every agency of the Department. Additionally, a Department of Transportation official policy and incentive program resulted in a 40 percent increase in private non-duty safety belt use over a 15-month period. We can all be proud of efforts like these. They represent habits that have been changed and injuries and deaths that have been avoided by the simple expedient of remembering to buckle up.

Much remains to be done to ensure that this life-saving technology is used on each and every official trip. I ask for your personal leadership in establishing effective safety belt programs and policies so that Federal employees are informed of the value of safety belts and of the risks of being in a motor vehicle crash without them. Through such leadership, we can reduce human suffering and preserve productivity.

I know that Secretary Dole will provide any technical assistance you may need as you implement your programs.

Ronald Reagan

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